Makes Belated Start in Seattle Race

W. J. Morgan, chairman of the committee in charge of the fifth annual orphans' automobile day celebration next Wednesday, nnounced yesterday that the finance committee now has about \$1,000 in hand, including he balance left from last year. Donation rapidly during the last few days, and with the additional contributions that are exoted to-morrw and Tuesday the members children to Coney Island and back in touring

col. John Jacob Astor donated \$100 and his Cadillac car yesterday, his being the largest individual contribution to date. Wanamaker cup race, J. W. Harriman Hamilton W. Carey sent a check for \$35 and Fred Strauss of J. Seligman sant one and Julian Morris won new honors in the for \$25. Both are members of the Autômo-saddle and hunt classes. bile Club of America, and last year they sent a similar amount and clubbed together for e purpose of hiring a big sightseeing car. checks received were as follows: S. A. Miles, general manager of the National Association of Automobile Manufacturers, \$25; H. A. Lozier, \$10; L. R. Speare of Boston, president of the American Automobile Assoriation, \$10, and Secretary Elliott of the A. A. A., \$10.

Norwood T. Smith, chairman of the women's committee, turned in the following checks: T. J. Oakley Rhinelander, \$15; W. B. Nash, \$15; Mrs. J. B. Greenhut, \$10; Lambert, \$10; Jennie F. Pendleton, \$5; Isaac Brandon, \$5; Charles E. Bentley, \$5, and an anonymous friend, \$25. All of the funds except the small running expenses rill be used to hire touring cars and sightseeing vehicles, and it is hoped that not an orphan, destitute or crippled child in any institution in New York will have to be left behind this year. More donations of tour-ing cars are needed by the committee.

MICHIGAN CITY, Ind., June 5 .- After battling ail day over rain soaked and rutty Chio roads the Acme and Shawmut cars in the cean to ocean automobile race arrived here ocean to ocean automobile race arrived here at 9 o'clock to-night, where their crews remained for supper. They still have seventy-five miles to go to Chicago and expect to arrive there by 1 o'clock in the morning. The Itala when last heard from was an hour behind, while the two Fords that had a start of three hours from Toledo this morning are now on the road between here and Chicago. The wonder of the day is run was the appearance of the six cylinder Acme after its apperience between Cleveland and Toledo last night.

After being hauled out of a ditch near After being hauled out of a ditch near Lorain, Ohio, by a trolley car the Aome skidded over a fifteen foot embankment and headed for a swamp. Salyman was driving and with him were Jerry Price and Fay Sheets, alternate drivers, and James Hemstreet, manager of the team. John H. Gerrie, pacemaker and-manager of the consist had only a few minutes before left the car to catch a trolley into Toledo so as to check the incoming contestants.

The big car was saved from the swamp only by striking a tree at the foot of the embankment. All the crew except Salyman jumped as the Acme left the road but none was injured. Four horses occupied three hours in bringing the Acme back to the road again when it was found that the only injury sustained was a smashing of the head lamps. The Shawmut and Itala cars came along while the Acme was down the hill and their crews assisted in rescuing it.

To-morrow all the cars will start for St. Louis, starting twelve hours after their arrival in Chicago.

The Stearns car, driven by Oscar Stolp, which was not ready to start last Tuesday, left New York yesterday on its way to Seattle, in the ocean to ocean contest. As Mr. Stolp was unable to get his car ready in time for the start the referee allowed him to proceed after making arrangements that he would observe the rules of the contest with the exception of the one referring to control periods, which has been suspended in this case. It is not expected that any of the contestants will protest this action of the referee. A. B. Cordner, entrant of the Acme, said yesterday that he would make no formal protest. He added that he was glad to have the pleasure of competing against the Stearns in the Seattle contest. He said his firm would certainly not protest against its competition and declared he thoroughly admired Mr. Stolp's sporting spirit in starting the car and only regretted that makers of other big cars did not have

M. Hoblitt, known generally througheut the automobile trade as the first travelling man selling motor cars, is to start on
June 10 on a more novel trip than any he
has previously made. A couple of years
ago Mr Hoblitt and Arthur N. Jervis became k own as the "Vanadium Twins"
while exploiting a new six cylinder car of
the American Locomotive Company across
the country. Mr. Hoblitt is the travelling
representative of the Alco pleasure care,
caps and trucks and on his fortherming

AMONG THE AUTOMOBILISTS

trip ne will use a 40 horse-power Alco car instead of travelling by train.

He will not be accompanied by a chauffeur but will drive the car himself and carry only one passenger. His route includes Albany, Bullalo, Cleveland, Toledo, Chicago, Allwaukee, Minneapolis. Denver, Kansas City, St. Louis, Louisville, Columbia, Pittsburg, Philadelphia and New York. During his trip Mr. Hoblitt will cover almost the full route of this year's Glidden tour as an incidental part of his journey, which when completed will be more than twice the mileage of the Glidden tour.

E. Linn Mathewson of Denver, who is known as the Barney Oldfield of the West, has entered his Oldsmobile in the road race to be held over the Littleton course on July 5. He has competed in a number of races on track and road and also in a great number of endurance contests.

SHOW HORSE RUNS AWAY. E. C. Rich's Amanda Baron Dashes Around Philadelphia Ring.

PHILADELPHIA, June 5 .- The Philadelphia Horse Show at St. Martins Green ended to-day. Dr. Selwonk, owned by R. C. Vanderbilt, took the sweepstakes cup. won the Widener cup with Lady Dilham

saddle and hunt classes.

L. C. Rich had an escape from serious L. C. Rich had an escape from serious hurt just after winning the blue in the roadster class. He was thrown out and his mare ran away with the runabout. E. S. Rich, son of the driver, grasped the mare by the neck and brought her to a stop.

With the mud several inches deep in the ring the conditions for showing were decidedly unfavorable. By the time one circuit had been made by the teams the faces of the drivers were spattered with mud and collisions were frequently narrowly avoided by the drivers, whose view was thus obstructed.

avoided by the drivers, whose view was thus obseructed.

R. C. Vanderbilt did not have an opportunity to compete for the P. A. B. Widener cup, Phœbe Watton, his entry, being gated because of being slightly lame. Amanda Baron, who had run away with her owner, E. C. Rich, got the trophy.

In the champlonship saddle class the Judges decided between Andrew Morrison's Sonia and Rufus J. Patterson's Durham by flipping a coin. Sonia got the champlonship.

AUTOMOBILE NOTES.

were purchased by a score of the leading agents of the Mitchell Motor Car Company of Racine, Wis., who convened at the Hotel Manhattan last Thursday to discuss the output for the coming regarding what the public demands in the 1910

manufacture 6.000 machines for next year the de mand exceeds the prospective supply, and for this reason the agents decided to place their orders early. The 2,000 remaining cars have been reserved by General Manager William Mitchel unable to be present.

unable to be present.

"Our foreign department, which is under the management of M. Rene M. Petsrd of Paris, shows a very much increased interest in American cars and particularly in the runabout which we manufacture," and General Manager Lewis. "As a rule the European runabouts are either immense touring car chasses with runabout bodies or very dinky affairs. The Mitchell runabout is not a made over touring car, but is built specifically for runabout purposes and as it is strongly built it may be used not alone as a city car but also as a touring runabout."

Jay Graves Northrup is the youngest operator of an automobile in Spokane, and in fact in many cities. He is a son of Dr. E. R. Northrup of that city, who is the owner of a Franklin motor car, and the son, despite the immaturity of his five years, has learned from his faither the art of handling the car. It is in the fact that children are to-day growing up, as it were in themotor car and learning in their infancy what their fathers first heard of when they had reached the years of manhood that observers find ground for the confidentiassertion that motoring will fill a place in the life of the next generation far greater than it does in this.

The Chicago Taxieab Company, recently organized with a \$2,000,000 capital, will use Atlas cabs. The simplicity, case of starting and wearing qualities of the two cycle Atlas engines make the Atlas cab very popular with taxicab companies.

Atlas cab very popular with taxicab companies.

Edward P. Chaifant has resigned as manager of the Association of Licensed Automobile Manufacturers to join the forces of the Packard Motor Car Company of Detroit. This is the second time within a short period that a manager of the All A. M. has retired from that association to broome associated with the Packard company. About a year ago that organization was resolved by M. J. Budlong, then manager of the A. L. A. W. previously president of the Electric Vehicle Company and now president of the Packard Motor Car Commany of New York the metropolitan Packard selling company.

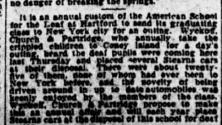
Mr. Chaifant will be located at the factory in Detroit, where he will assist General Manager S. D. Waldon and President Henry B. Joy in the executive work of the company. Mr. Chaifant and the case of the packard work of the company. Mr. Chaifant and the case of the packard work of the company. Mr. Chaifant and president Henry B. Joy in the case of the packard work of the company. Mr. Chaifant and president Henry B. Joy in the case of the packard work of the company. Mr. Chaifant and president Henry B. Joy in the case of the packard work of the company. Mr. Chaifant and long previous experience in the manufacture of the packard work of the company. Mr. Chaifant and long previous experience in the manufacture of Louis and Louis and

A wonderful growth the future would unfold. There is no question in the mind of a close observer that within another two or three years the motor car industry will rank with the steel, cotton and shoe business in volume of business done."

The membership committee of the Automobile Club of America has received applications for active membership from the following: Dr. William H. Haskin, William H. Hollister, Everett L. Judkins, Dr. John P. Munn and H. Bridgman Smith, all of New York city; Alfred W. Booth, Bayonne, D. J. Charles A. Fowler, Jr., Greenwich, Conn., and the Hon. William M. Johnson, Hackensack, N. J. Applications for associate membership have been made by W. D. Barnett, Jacksonyille, Fla.; Stewart Davis, Narragansett, R. I.; Jean Deydier, Lyons, France; Seymour H. Knok, Buffalo, and J. Howard Marlin, New Haven.

The Albany Automobile Clib abandoned for yesterday owing to lack of sufficient entries to make the affair a success. The city officials had arranged a programme of seventeen events for decision on the sentwood hill and had stipulated that there must be at least three entries for each event. As the entries were slow in coming in the club authorities thought it best to declare the contest off.

\*\*Mobilit, known generally througheut the automobile trade as the first travision of the far anomality take the current of the car, besides that while the car ride sets at all times there is not supported the far anomality to a support of the confort of the programme of seventeen events for decision on the sentwood hill and had stipulated that there must be at least three entries for each event, As the entries were slow in coming in the club authorities thought it best to declare the contest off.



CURRENT SPORTING GOSSIP

HOW YOUNG CORBETT ESCAPED A PROBABLE KNOCKOUT.

ammy Smith's Second Ordered Him to

Boy Was Nearly In-Jeannette Talks Fight, but Did He Dodge Langford? mith's seconds probably saved Young

Corbett from a knockout at the Fairmont A. C. Friday night that would have summarily put an end to the Denver boy's The magnificent arens, embowered in ring career. It was at the end of the eighth foliage and flowers and decorated also by ound that Smith as he took his corner exclaimed:

"Cut the right crosses out, Sammy," said Smith's chief handler. "You've got Billy beaten all the way on points. There's out, for this is his bread and butter and he

smyway!

Smith, a good natured, decent sort of a chap, followed instructions to the letter. He had numerous chances to put over the right squarely to the point of the jaw in the last two rounds, but he studiously refrained from doing so. But he jabbed Corbert's face until it was a slight, and when the battle was over Smith had won easily.

"Who is this fellow Smith?" asked everybody as the victor left the ring. "What did he ever do before?" Then it turned out that Smith was as much of a ring veteran as Corbett, but had not enjoyed the same amount of limelight. Always a preity good preliminary fighter, Smith has been fighting for small purses both here and in Philadelphia, but Corbett was his first celebrated opponent and he made excellent use of the opportunity. Smith, however, is not a world beater. He is just a plain, ordinary, everyday second rater, who is always fighting, hence always in condition. Corbett therefore received an injurious showing up from this "unknown" and incidentially since all showed that he is far from being at the top or even near the top of the lightweight class. Corbett has trained faithfully since all showed that he is far from being at the top or even near the top of the lightweight in the case of Sammy Smith they were force to admit that "the champion of the fiotel Metropole" received an artistic trimming but they didn't know how Smith's kind hearted second interceded for Corbett at the English riders are full of the content and the property of the first state the English riders are full of the habet the continuation of the first supplied to a first state the triming of a shift in the habe english riders are full to the first supplied to a first supplied to a first state the English riders are full to the fight with the first school is called circua riding and secretal as trash. The English riders are full to the same amount of limelight. Always a preity good is alled circua riding and secretal as trash. The English riders are full to the first supplied to a first school is called

top or even near the top of the light weight class. Corbett has trained faithfully since New Year's. He needs the money aince New Year's. He needs the money to he's fighting for it at every opportunity. But he is too lat and slow to ever make all lies too lat and slow to ever make all lies too lat and slow to ever make all lies too lat and slow to ever make all lies to obtain the san army of followers in the term of the te

Fix and in Firm would, orthans by the product of th

Marviand track to declare itself in the above manner before permitting the Jockey Club of New York, the real governing turf body in this country, to ac, "Pimilico doesn't control racing in the United States," said a leading horseman yesterday, "and the Canadian Racing Association should appreciate that fact. How could the Canadian tracks help Pimilico if the Jockey Club here refused to license the Baltimore meetings?"

Cut Out Bight Handers When Denver CONTINENTAL JUMPERS BEST. Riding Lands Them Ahead English at Olympia Show.

Special Cable Despaich to Tan Sun.
London, June 5.—The interior of Olympia was in delightful contrast to-day to the gloom and cheerless conditions outside. the uniforms of British, American and Continental officers and the scarlet coats of the "I'm going to stop him this round. different hunts, presented a brilliant scene. He's dead tired and cannot stand up under. The morning programme was confined to jumping in the preliminary stages. The competition was open to the world, 200 riders participating.

The English jumping was again most disappointing. With few exceptions the English riders gave a miserably poor display needs all the help he can get. So just jab him in the face with your left and can that right hand swing business You'll win anyway!"

Smith, a good natured, decent sort of a blank of the letter.

These figures were far better than those of any of the other four makes, although the price of each of the others was more than TWICE the price of the Mitchell. We should like to show you the signed statement covering the above facts.

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